

Series I  
Correspondence,  
1932-1973

Box 6, Folder 16

October 11, 1954 -  
December 19, 1954

0411

11 October 1954

*lms*

Dear Commodore,

I was pleased and gratified to receive your good letter of 7 October. Am glad to know that my efforts in your direction have been helpful, and do feel that Clarke Kawakami and Mrs. Tanaka have provided you with the best possible coverage of Leyte material from the Japanese side.

Am happy to hear your view that our association need not end with the official termination of their work for you, and I share that view. In fact, Mrs. Tanaka has now started to work on trying to organize the Japanese Naval records with hopes of copying the most important ones and mentioned to me the other day that she planned to keep an eye especially out for additional documents on Leyte, with your interests in mind. I agreed wholeheartedly with this thought, and you may be sure that we will keep you informed of anything new that may turn up in this field.

I am grateful to you for the consideration you have shown to Clarke and Mrs. T. The whole program has resulted in the uncovering of great quantities of material which would probably otherwise have been lost to the U.S. Navy, so there is no question but what we have all profited.

Thank you for the offer of continued cooperation. Please know that you may count on the same from me.

As always,

*Roger*

Roger Pineau

Commodore R. W. Bates USN  
Naval War College  
Newport , Rhode Island

04 12



DEPARTMENT OF THE NAVY  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON 25, D. C.

IN REPLY REFER TO  
Op-430/ek  
Ser 1865P43B

12 OCT 1954

My dear Mr. Farley:

Your letter of 20 September 1954, addressed to the Secretary of the Navy has been referred to this office for reply.

Your concern with the PT boat requirements in the Navy is appreciated, and I assure you that the Navy is not abandoning or forgetting this vital problem. In order to retain and develop the capabilities of PT boats the Navy is conducting an experimental program designed to improve their operational capabilities and to develop a boat that will meet our needs and be capable of being produced in quantity. Four new PT boats, each with different characteristics, have been built and operated under this program. The new craft utilize metal hull construction that will extend the useful life of the craft and so permit stocking as a mobilization reserve—an impossibility with the wooden-hulled PT boats built during World War II, because of their short hull life.

The problem of Naval control and exploitation of restricted waters is of much interest to the Navy and is being discussed and thought about by our war colleges and Navy Department staffs. In regards to this problem, there is at this time a study being undertaken to determine the degree and nature of restricted water operations for which a U. S. Naval capability should be developed, and it does not seem unreasonable to expect that PT boats will be one of the major components of any plan which results from this study. Also, it would appear that a definite training program might be set up to prepare for restricted waters operations. The enthusiastic cooperation and efficient employment of the Naval Reserve organization in this program would help solve some of the two weeks' training duty problems and at the same time provide well trained Reserve crews at various points on the inland waters of the United States, available on short notice in times of emergency. It is also likely that such a program, if properly conducted, would have a beneficial effect in stimulating public interest in the Navy in those areas now commonly regarded as beyond the reach of effective public relations.

In selecting the ships and craft to be included in each annual ship-building program the Navy has by economic necessity been governed by the principles of good management as well as strategic requirements. On this basis new construction has been concentrated upon those types best suited to participate in the defense of the United States and to counter the weapons that constitute the most probable threats to our security. Therefore, the construction of neither heavy surface ships, such as battleships, nor PT boats has been considered justifiable at this time.

0413

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Sincerely yours,

ly yours,  
W. H. Green

Mr. Edward I. Farley  
70 Pine Street  
New York 5, New York

0414



THE SHERATON PLAZA  
AT COPLEY SQUARE  
BOSTON 16, MASSACHUSETTS

October 16, 1954

*ms*

My dear Batesy:

Thank you greatly for your letter; it was wonderful to hear from you.

George is getting along beautifully and we hope to have him at this hotel next week. I will take your letter out to him when I go this morning.

Perle was here for a day, but is now on her way to Washington and New Orleans.

With love,

Affectionately,

*Marquand S. Tyson.*

MST/ng

0415

NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON 25, D. C.



44 Brimmer Street  
Boston 8, Mass.  
19 October 1954

Dear Rafe:

Thanks ever so much for your nice letter about my Volume IX. I am very much interested to read about the intellectual development of Admiral Davidson. He certainly was on the ball in the Mediterranean campaigns.

The book review editor of New England Quarterly, Mrs. Kathleen Thompson, is going to ask you to review my book for them. They don't pay anything, but the Quarterly has a good circulation and they let you write as much as you like, without toning it down.

I hope very much that you will consent to do it,  
*and* hope to see you at Newport next week.

Sincerely yours,

*Sam*  
Samuel E. Morison  
Rear Admiral USNR (Ret.)

Rear Adm. Richard W. Bates USN (Ret.)  
Naval War College  
Newport, Rhode Island

*Sam told you about him the time just now.*  
*SB*

0416

*2us*

HOWARD B. SPRAGUE, M. D.  
1180 BEACON STREET  
BROOKLINE 46, MASSACHUSETTS

October 22, 1954

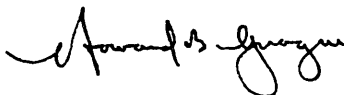
Rear Admiral R. W. Bates  
Naval War College  
Newport, Rhode Island

Dear Admiral:

I enjoyed tremendously your illustration from the New Yorker which accompanied your check. My wife said, "You ought to charge him only ten dollars, you get such a kick out of him." However, as long as my good friends like yourself continue to come to see me, I refuse to be embarrassed at my charges.

With very best wishes,

Cordially yours,



HBS:GB

0417

U. S. Naval Receiving Station  
Naval Base  
Norfolk, Virginia

*Please regard  
this letter as  
Confidential  
J.H.*

October 31, 1954

Dear Ed,

I just received your note of October 26th, as I was unexpectedly sent to Washington for a few days temporary additional duty.

Thank you very much for Potter and Quimby's addresses.

I received a copy of Captain Price's letter to you some time ago. I did not write you earlier about it because I felt you realized that it was just what I expected, except that it was signed by a Captain instead of the Secretary of the Navy. Price's reply is very smoothly written, but it does not counter the simple fact that 9 years after World War II there is not one single PT boat or similar type ready for operation or for combat. The U. S. Navy hasn't ever decided on what type PT boat it wants. The Russians have today in operation many of our wooden hulled PT boats. Furthermore, the PT boat organization we have is so tiny and the personnel running it so little qualified that it would be impossible in case of war to train enough personnel well fast enough to do any good.

Look at the Korean War, for example. They finally got a few PTs out there 3 years after the War started and they had them manned by Korean personnel. It was practically no use.

However, in spite of all the above and much more I could write you to the same effect, the point is that it is futile for you to spend any further time on this. The senior officers of the Navy and because of them the Secretary doesn't want any PT boats. I have gone into detail before explaining this to you. The only reasons we had any PTs in the last war were MacArthur and F.D.R. (who was sold on the idea by H.H. Suthler & Edison).

If and when you have real big influence with the President, Secretary of Defense, or the Navy or possibly with Congressional Armed Forces committees, maybe you can do something about this. Until then it's a waste of time. Believe me, I know. I worked on it for years after the war.

Sincerely,

John

P.S.---It looks like I will get a sea command in June--something really fine for my junior rank as Captain. I don't know exactly what or where, but probably on the East Coast.

0418



*Handwritten signature*

# NAVY LEAGUE OF THE UNITED STATES

(NEW YORK COUNCIL)

## ◆ 52nd Anniversary Dinner ◆

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WILLIAM S. STUHR  
WALTER WINCHELL  
WILLIAM ZECKENDORF

Hotel Astor

November 23, 1954

November 10, 1954

*Address Reply to:*  
DINNER COMMITTEE  
39th Floor  
40 Wall Street  
New York 5, N. Y.

Commodore R. W. Bates  
Naval War College  
Newport, R.I.

Dear Rafe:

The 52nd Anniversary Dinner of the Navy League of the United States (New York Council) will be held on November 23, 1954 at the Hotel Astor, and I would like very much to have you attend as a guest.

Admiral Jerauld Wright, USN, Commander in Chief, U.S. Atlantic Fleet and Supreme Allied Commander, Atlantic will be the principal speaker.

Indications are that we will have an extremely large attendance this year, and we are most anxious that the members of the New York Council of the Navy League have the opportunity of meeting you.

I would appreciate hearing from you as soon as possible.

Sincerely yours,

*Jack*  
John J. Bergen, Rear Admiral, USNR  
Chairman - 1954 Dinner Committee  
Navy League of the United States

mft

0419



HEADQUARTERS U. S. MARINE CORPS

COMMANDANT'S OFFICE

WASHINGTON

15 November, 1954.

Dear Rafe,

It was with a great deal of pleasure that I received your letter of 11 November in which you outlined details, incident to the celebration at the Naval War College, of the 179th Anniversary of the founding of the United States Marine Corps.

It was indeed most gratifying to learn that Colonel Freuler and other Marines in the area, together with such staunch friends of the Marine Corps as yourself, were able to gather together for this event and that you had such a fine party. I am sure, from your account of the activities, that it must have been an enjoyable evening for all present.

We also had a most memorable day here in Washington on the 10th. The dedication of the Marine Corps War Memorial took place in the morning and we were honored to have the President put in a brief appearance. The Vice President made the dedicatory address. It was a most inspiring ceremony and went off quite well before approximately ten thousand people. The Honorable Charles E. Wilson, Secretary of Defense, was the honored guest at our Birthday Ball that evening and we too had a most successful party. All in all, it was a very eventful day for all Marines in the Washington area.

Your kind remarks and continued interest in the activities and welfare of my Corps are deeply appreciated by me personally as I know they are by all Marines. I look forward to seeing you in February when I come up for my annual address to the Students.

With kindest personal regards, I am

Sincerely,

LEMUEL C. SHEPHERD, Jr.

RAdmiral R. W. BATES, USN (Ret'd),  
Naval War College,  
Newport, Rhode Island.

0420

GRAHAM-PAIGE CORPORATION  
FORTY WALL STREET  
NEW YORK 5, N.Y.

15 November 1954

OFFICE OF THE PRESIDENT

Dear Rafe:

I am glad to know that you are going to attend our dinner for a Navy League dinner would not be complete without you.

I am terribly disappointed that Lynde McCormick and Tommy Robbins cannot be here. Unfortunately, Dick Conolly is also engaged on that evening, so you will be the sole representation of the Naval War College.

I had a grand trip, and will tell you more about it when I see you.

Sincerely,

*Jack*  
John J. Bergen

P.S. How do you want us to list you on the Navy League of the United States (New York Council) dinner program?

Rear Admiral R.W. Bates, USN (Ret.)  
Naval War College  
Newport, Rhode Island

*North Columbia Room*  
*1830*

0421

REED & BARTON

*Silversmiths*

FOUNDED 1824

GENERAL OFFICES AND WORKS • TAUNTON, MASSACHUSETTS

*Rus*

OFFICE OF THE PRESIDENT

November 19th, 1954

Admiral R. W. Bates  
U. S. Naval War College  
Newport, Rhode Island

Dear Admiral:

Many thanks for your note of November 18th. The order has been entered for one of our X965 bowls to be sent to Miss Alice Jean Varian and I hope she will receive as much satisfaction from it as some of your other friends.

I am sorry to say that we do not feel justified in selling direct to Admiral Robbins. I think I have explained in the past our basis of dealing with retailers only, making exceptions with a few friends such as yourself. There would really be no more justification for supplying Admiral Robbins than taking on the entire War College and I don't feel that we do want to let the bars down to this extent.

With best regards and hopes that we may meet again soon.

Sincerely,

*Roger*

Roger H. Hallowell

RHH:MRT

0422



DEPARTMENT OF THE NAVY  
CHIEF OF NAVAL OPERATIONS  
(FLEET OPERATIONS AND READINESS)  
WASHINGTON

24 November 1954

Dear Rafe:

I am enclosing a letter Red Hanlon forwarded to me to see what I could do about it. I immediately thought of you and so--here comes the buck!

Rear Admiral Nakayama is one of the top men in the Japanese Maritime Self Defense Force (it will be IJN if and when they modify their constitution) and was of great assistance to me while in Japan.

His letter is self-explanatory and his need is great for there is practically no material of this sort available in Japan, so if there is anything you and the War College staff can do to help, it would certainly be most gratefully received.

With best personal regards,

Sincerely,

  
R. P. BRISCOE  
Vice Admiral

Commodore R. W. Bates  
Naval War College  
Newport, Rhode Island

0423

*Pus*

In Reply Refer To

**FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL  
AIR TRANSPORT SQUADRON TWENTY-FOUR  
Navy 214, Fleet Post Office  
New York, New York**

Serial:

4 December 1954

Dear Commodore:

I was very happy to receive the other day, although rather belatedly, your letter of November 16th. I say belatedly because our mail service in this area has been somewhat erratic ever since the "Connie" was lost enroute from Patuxent River to Lages about a month ago. The as yet unsolved mystery surrounding the tragic loss of this aircraft with all hands has kept the operating personnel (VR-1) on edge, and as a consequence scheduled flights are cancelled on the slightest provocation when the aircraft does not check out one hundred percent in the pre-flight check. In addition, the unreliability of the "Connies" has placed a heavier load on my squadron since a good many of them now terminate at Fort Lyautey instead of Naples with the result that VR-24 is now handling a much larger volume of airlift between Port Lyautey, London and Naples.

7

In answer to your specific question regarding the availability of dispatches that might aid in estimating the TOR's by CTF 77, I recall that prior to my departure from your shop, I started an analysis similar to that indicated on the enclosed form which I left in the files for my relief, in the left hand top drawer of my desk. You are correct in stating that two of the sources of information were COMTHIRDFLT and CTG 38.1 files. COMTHIRDFLT, CTF 38 and CTG's 38.1, 38.2, 38.3, and 38.4 were directed by dispatch by CINCPAC to submit as an enclosure to their Action Reports the dispatch traffic logs for the period 22-29 October 1944. In addition, there was a file of either COM3rdFLEET or 5thFLEET (CTF 78 or CTF 79) dispatches in your office, which I was cross-checking against the dispatch files and radio traffic logs of COMTHIRDFLT and CTG 38.1. As I remember, CTG 38.1 submitted with his Action Report the radio traffic log commencing October 21st, whereas the radio traffic logs of the other THIRD Fleet Task Force and Task Group Commanders commenced October 22nd. Outside of this information we were not at the time able to obtain any clues that would

0424

help us to ascertain the TOR's of dispatches addressed to CTF 77, except that now and then various ships and CTG's would mention the TOR of important dispatches in their War Diaries or Action Reports.

The present Moroccan situation, although currently dormant, is still volatile, and the French have a very serious problem on their hands. The U. S. has adopted a middle-of-the-road policy as far as the French and Moroccans are concerned, and the situation requires the utmost of tact and diplomacy. The restriction of military personnel to their respective bases has been lifted and they are now permitted liberty in all parts of French Morocco, the only requirement being that they remain outside the native Medinas after dark. LaCoste, the French Resident General in Morocco, seems to be an able and capable administrator and is doing all that he can to promote good relationships between the French and Moroccans, and also the Americans. However, it is unlikely that the Moroccan cause will ever be solved until the Moroccans obtain their independence, which is not likely to happen in the foreseeable future because the Moroccans just are not sufficiently advanced in domestic and foreign affairs for self-government, and the French are not exerting too much effort to train them.

The 40 degree temperature you are now having in Newport would indeed be very cold in French Morocco, since we are now enjoying mild and clear weather of the type that California advertises but does not have.

Nellie and I both thought about you while we listened to the Army-Navy game over the Armed Forces Overseas Broadcast, which was for most of the game inaudible due to static, although we were able to hear the final score. We are waiting for the next batch of newspapers so that we can get to read the full details about the game. Navy had a splendid football season although I think they should have taken Pitt. At any rate I note that Navy has been selected to play Mississippi in the Sugar Bowl in New Orleans. Sorry we could not drive you back to Newport from Philadelphia this year, but I guess we will have to reserve that pleasure for the future.

I must close now since I must go up the Hill (ComNavActs) to brief General Craigie, the NATC Air Commander. Please do not feel it is a bother as far as I am concerned when you think that I might provide some information because it is really a pleasure to hear from you and I am only too happy to assist at any time. Incidentally, was the information regarding the Sector Search form

0425

Morotai in accordance with Search Plan "F" of any help? Perhaps a copy of my write-ups in the loose leaf folder that I left in the drawer of my desk in your shop might serve as an aid for me to refresh my memory regarding future inquiries if you feel free to mail them to me.

Kindest wishes and fondest regards.

Most respectfully yours,

*Al Bowker*

P.S. Please give my best regards to Chief Trebeth and others that I know who are still working in your office.

P. S. Sorry for the ink corrections, but I want to get this letter on a plane leaving for U.S. in about half an hour.

0426

"Millbank"

Dogue, Virginia

12/19/54

Dear Rafe,

As the holiday season rolls around, I find myself thinking of old friends and am going to take this opportunity to tell you why you have not heard from me the past few months - I have been too busy being a "country gentleman."

On 1 May 1954, I had to retire for physical reasons. My disability is a damaged heart muscle which was discovered by the electro-cardiograph. While not considered a good risk for flying or sea duty, I am really in good health and lead a normal life - except that I take it easy.

Seemingly by an act of Providence, Catherine and I had decided last autumn to remodel our home in the country and it was ready for us to move in. Our home sits on the banks of the Rappahannock River, near Port Royal, Virginia, in a large grove of two-hundred year old trees. In these comfortable surroundings we are thoroughly enjoying ourselves. Our son, John Jr., lives with us and has his own architects office in Fredericksburg, Va.

Our address is:

Admiral (or Mrs) John J. Ballentine, USN (Ret)  
"Millbank, Dogue, Virginia  
Telephone - King George, Va., Spruce 5-3272

The latch string is out - should you pass our way. We shall be pleased to hear from you if you can't stop by.

May this find you happy and in good health and ready to enjoy all the good things of the Christmas season and the coming year.

This brings you up to date and answers your very fine letter of 12 April, which I appreciate very much.

0427

You need not worry  
about me "dying on the  
vine". I am so busy  
with projects that I never  
get one finished and  
never have time to  
write or do anything  
else. While you might  
not like the country  
life - we are thoroughly  
enjoying it.

Apparently I am in the  
same boat with you - 60%  
disability but able to do  
whatever you wish. I do  
not mind giving up the  
few more years in the  
Navy - I rather prefer it  
this way.

If you ever get down  
this way - stop - or give us  
a call.

It must be nice to have  
the USS Cornicks up there.

Best wishes from Catherine  
and me for a merry Christmas.  
Sincerely,  
Barry.

0428